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.....
 • Tomorrow! O tomorrow!
 • The day that I like best;
 • For, though my sunset's cloud-
 • ed,
 • It's golden further west.
 • Observe the little sparrow;
 • Throughout the dark today,
 • She sings of her tomorrow
 • And the egg she's going to lay.
 • For though my sun's declining,
 • Behind yon hoary hill,
 • I know that it is shining
 • Beyond the summit still;
 • And, however I sorrow,
 • I know 't will pass away;
 • God gives a glad tomorrow
 • For every sad today.
 • — Cy Warman in Success.

SPEED MADNESS.

In the races for the Vanderbilt cup Saturday one automobilist was instantly killed and another man—a millionaire—is dying from injuries received. Both victims of too fast and too reckless driving, or "speed madness," as it is now called.

This "speed madness" is a new form of dementia which medical scientists have differentiated, classified and applied to people who drive automobiles recklessly through crowded streets and highways.

It is a form of dementia with which the public has become unpleasantly familiar and it is good to have it named. But something more than the mere name ought to be contributed by the scientists.

"Science," once said a sarcastic wit, "consists in giving a known fact a name and pigeon-holing it." If it is not to deserve this definition, science must do more with this well-recognized form of dementia than merely name it.

There is something more in this dementia than a madness for speed. It affects not only the motorist's reason, but his moral sense. The daily stories of automobilists running over and killing or injuring people and then hastening away without stopping to inquire as to the condition of their victims are not to be accounted for in any mere infirmity of reason.

This blunting of the ordinary feelings of humanity must in some way or other be connected with the practice of motoring, since the people who own motor cars are ordinarily persons of some social pretensions and acquainted with the obligations which civilization imposes upon human beings.

Out of their automobiles they are sane and have regard for the lives and limbs of others.

Medical science has achieved much in evolving the name "speed madness," but the name is not broad enough to cover the whole condition of mental and moral derangement.

And no less deplorable is that "speed madness" of the traveling public which causes the railroad companies to put trains to the limit, risking the horrible crash, the collision, the washout and the human mistake, in which hundreds are hurled to instant death, all too often.

If it were not for the constant nagging of the public for faster time, the railroads would reduce the schedule of passenger trains, because railroad men understand better than anyone else the awful perils of fast running, even with the best of care and the most scrupulous precautions.

"Speed madness" is not confined to automobilists, but is a craze that has been fastened on the American people.

Next to the barbarous spectacle of war, the combat of the defiant unions and the insolent trusts, is the most inexcusable horror of civilization. It is announced that the Employers' Association will raise \$100,000 to fight the coal miners' union in the anthracite strike, while the miners are also raising funds by assessments to carry on the struggle. What are these immense funds to be raised for? To

what beneficial use will they be put? In what way will humanity or the employers or the miners be permanently benefited by the expenditure of this great store of wealth? Cannot the same result be reached by a cool and unimpassioned discussion of differences? Is not intelligence more potent than money? This great fund will be worse than wasted, hatred will be engendered in the struggle, want will be visited on the innocent and the outcome will not be conclusive nor permanent. The peace advocates could accomplish more by stopping strikes by the introduction of intelligence and arbitration than in any empty resolutions on the horrors of war. Strikes cause as much suffering as warfare, and they are ten thousand times less justifiable than most of the wars that are fought.

Little counties of Oregon that could be lost in one corner of Umatilla, are found on the ground with a fine exhibit at the Union depot in Portland. In the collection of the Oregon Information bureau, while this wonderful empire of wealth has only a fragmentary exhibit there, scattered over different parts of the room, with no system nor arrangement. Strangers viewing this exhibit find the little counties foremost with splendid collections of their products, and being unacquainted with the state, naturally conclude that the counties not represented there have nothing to exhibit. Is this true? Should this impression go out to the public?

Fortunately, Umatilla county has harvested a hay crop this year large enough to feed all the stock in the county. If it becomes necessary, on account of depressed markets, to hold them over, more cattlemen are able this year, than ever before, to hold over their herds and wait for a raise in prices. More sheepmen are prepared to hold their flocks and more farmers are prepared to hold their crops than ever before. It is an age of industrial independence in the Inland Empire, the producers being in condition to wait until the market comes to them, instead of their going to the market.

What are the poor widows to do? The Episcopal and Methodist church conferences have both declared against their ministers performing marriage ceremonies for divorced persons, and the other churches are swinging into line on the same subject. It is to be hoped that the justices of the peace don't join in the boycott against the helpless widow.

PARIS TO NEW YORK BY LAND.

Before the International Geographical Congress recently in session, there appeared for discussion the well-known proposition of an international railroad to connect New York and Paris via Bering strait. M. Loicq de Lobel, who fathers the scheme, is so certain of its practicability that he is going to seek the aid of President Roosevelt in bringing about a convention with Russia, neutralizing the frozen strait between Alaska and Siberia. So far has the French enthusiast elaborated his plans that he even accounts for elevators which shall carry the Bering tunnel passengers to the surface that they may enjoy the picturesque view of the white ocean.

Not many years ago, when the idea of a round the world railroad was first advanced, the editors of three papers in New York, London and Paris, scenting the news feature in the idea, sent a journalist, Harry de Windt, over the route proposed by the projectors of the movement. In a book recently published, De Windt gives what appears to be a convincing refutation of all arguments for the scheme's practicability, by detailing the impassable condition of the northern Siberian country.

The regions about the Bering sea and for over a thousand miles west into the interior he shows to be but a floating morass in the short summer when the ice has left the ground, which no railroad could bridge at any expenditure of time and labor. In winter time the winds from the Arctic sweeping relentlessly over the treeless plains of snow, make life itself a questionable quantity. The tunneling of Bering strait would be only one of the minor engineering problems to be confronted, according to this explorer.

Despite these discouraging reports M. de Lobel's project continues to have a romantic interest. It is remembered that when the Atlantic cable was first proposed, the world scoffed, and there are those who hold that in this age of mechanical wonders there is no such word as "impossible."—San Francisco Call.

TEN MILLION JEWS.

Russia has in round numbers 5,000,000 Jews, Austria-Hungary comes next with 2,000,000, the United States comes third with a little over 1,000,000, Germany, Turkey and Great Britain have about 1,000,000 altogether. France, with her African possessions, has a few more than 200,000, and even far-off Abyssinia has something like an equal number. The census of Jews in the world is set down as 10,671,832 in the Jewish year book, which may be accepted as the highest authority on the subject, and near enough to accuracy for all political and statistical purposes.

Nearly every man's liable to forget that his wife also has a mother-in-law.

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 All our \$ 6.00 ladies' skirts \$4.90
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 All our \$ 7.00 ladies' skirts \$5.60
 All our \$ 7.50 ladies' skirts \$6.10
 All our \$ 8.00 ladies' skirts \$6.50
 All our \$ 8.50 ladies' skirts \$7.00
 All our \$ 9.00 ladies' skirts \$7.50
 All our \$10.00 ladies' skirts \$8.25
 All our \$11.00 ladies' skirts \$8.75
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Jackets

All \$ 6.50 jackets \$ 5.75
 All \$ 7.50 jackets \$ 6.50
 All \$ 8.50 jackets \$ 7.25
 All \$10.50 jackets \$ 8.40
 All \$12.50 jackets \$10.50
 All \$13.50 jackets \$11.75
 All \$15.00 jackets \$12.25

Ladies' and Misses Suits

All our \$12.50 ladies' and misses suits \$10.75
 All our 14.00 ladies' and misses suits 11.75
 All our 15.00 ladies' and misses suits 12.25
 All our 16.00 ladies' and misses suits 13.25
 All our 16.50 ladies' and misses suits 13.50
 All our 17.00 ladies' and misses suits 14.00
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The \$ 3.00 kind, sale price \$2.45
 The \$ 4.00 kind, sale price \$3.25
 The \$ 4.50 kind, sale price \$3.65
 The \$ 5.00 kind, sale price \$4.15
 The \$ 6.00 kind, sale price \$4.90
 The \$ 7.50 kind, sale price \$5.75
 The \$ 8.50 kind, sale price \$6.75
 The \$ 9.50 kind, sale price \$7.85
 The \$10.00 kind, sale price \$8.40
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